

COUNTY OF LOS ANGELES
SHERIFF'S DEPARTMENT

SUPPLEMENTAL REPORT

DATE: 08/08/19

FILE: [REDACTED]

ACTION: Active

C: Aircraft Accident/Person dead

V: [REDACTED]

NARRATIVE

The purpose of this report is to document the investigation of a helicopter crash that occurred on 08/08/19.

On 08/18/19, I was notified of a helicopter crash on Catalina Island. The initial information was that an R44 Robinson helicopter had crashed into terrain on the north end of the island. LASD Air Rescue 5 was dispatched to the area and verified the location of the crash being N 33 27.77 and W 118 34.50. Air 5 landed near the crash site and ESD Paramedic Palomino pronounced the sole occupant V/Yang dead at 0945 hours.

I along with Sgt. John Haughey [REDACTED] responded to the location by helicopter, at approximately 0942 hours. The weather upon our arrival was heavy overcast. The ceiling was approximately 1500-1700 feet. Visibility was estimated at 2-3 miles. This is a common weather pattern for the area in the month of June. The ceiling drops in the early evening and remains until approximately 0900 in the morning. Our department helicopters are often delayed in launching and often have to come down early because of the low ceilings.

Once on the ground, I contacted Dep. Parkhurst, who was the handling deputy on scene. Also on scene was L.A County fire.

The main wreckage consisted of the fuselage and tail boom of the helicopter. The helicopter was dark blue in color and had gold lettering on the tail boom. The wreckage was severally damaged and burnt. The nose of the helicopter was pointed in a southwest direction. The tail-boom of the helicopter was partially separated from the body of the helicopter.

BY: Sgt. Robert Renteria [REDACTED]

APPROVED: L.T. M. CHAVEZ [REDACTED]

ASSIGNED: AERO

SECRETARY: _____

COUNTY OF LOS ANGELES SHERIFF'S DEPARTMENT - SUPPLEMENTAL REPORT
NARRATIVE CONTINUATION

DATE: 08/08/19

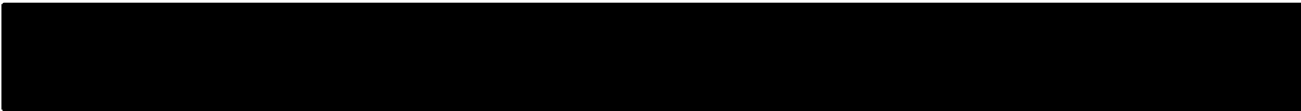
FILE: 

ACTION: Active

The engine of the helicopter was also separated from the body of the aircraft and laying to the right (west) of the main body approximately ten feet from the body. The tail rotor gear box and the remains of the tail rotor was separated from the tail boom and laying down the hill from the boom approximately 20-30 feet. The instrument panel of the helicopter was also separated and laying just west of the fuselage (photo #41 & 42). The main rotor blades of the helicopter were severely damaged. One blade appeared to be broken in half and laying near the fuselage. The second blade was also broken in pieces. One piece of the main rotor blade tip was located on a hillside to the east approximately 200 yards from the main wreckage (see photo).

To the west of the fuselage, approximately 30 feet to the side and below the fuselage were 3 strike marks consistent with main rotor blade strikes on the ground. The strike marks were outside the burn area (see photo #32).

Based on the initial main rotor blade strike marks outside the burn area, the trajectory of the debris path and the condition of the wreckage, I believe the pilot flew into inadvertent meteorological conditions (FOG) and while under controlled flight flew the helicopter into terrain (CFIT).



It does not appear that any foul play was involved in this incident and no further action is needed. This case will be handled by the National Transportation Safety Bureau (NTSB).